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Established 1865
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American Beauty
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Made of selected bluestem in one of the best equipped mills in the Northwest.

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WESTON LEADER
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The Year.....\$1.50
Six Months.....\$0.75
Four Months.....\$0.50

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Per inch per month.....\$0.50
Per inch, one insertion.....20
Locals, per line each insertion.....10

FRIDAY JULY 7, 1916

Entered at the postoffice at Weston, Oregon, as second class mail matter.

"GIVING THE OTHER BARREL"

Including in felicitous felicitations that Pendleton secured 23,000 signatures to its normal school initiative petition filed Monday with the secretary of state, the esteemed East Oregonian remarks:

"The facts show a general recognition of two things, first that normal school education in Oregon is not properly provided at present. Secondly, that Pendleton is far and away the most desirable place for the location of a normal school for Eastern Oregon. Not only is Pendleton liked because of its geographical position but also because it is a place that does things and does them right. The town is broad, energetic and progressive. It offers community advantages second to those of no place in the state outside of Portland. It is the sort of place in which a normal school should be located because it means a successful institution."

Zowie, how that Pendleton burg does hate itself! For intense self-esteem it has a premier actorine backed off the boards and clutching the prompter. It should be roped and hogtied at the next Round-Up to keep it from hogging itself to death.

The facts, however, show nothing of the sort asserted. They merely show what everyone knows, that almost anybody in Oregon will sign almost any kind of an initiative or referendum petition in order to get rid of the canvasser in the easiest and quickest way. Given a week's time, an efficient organization and ample funds with which to pay solicitors at the rate of from five to ten cents per name, and it would perhaps be possible to get the required number of signatures in Oregon to a bill dispensing with all of its state institutions. We know that a few years ago it was easy enough to get a sufficient number of signatures for an exasperating referendum hold-up of the general appropriation bill for their support.

"Secondly, that Pendleton is far and away the most desirable place for the location of a normal school for Eastern Oregon," is a banal bit of balderdash. Weston is a more desirable location than Pendleton, with far more beautiful surroundings and with a climate that is cooler in summer and warmer in winter. Moreover, as the Pendleton papers and boosters are careful to avoid mentioning, Weston already contains a state school plant embraced within ten acres of ground presented to the state by the community. Buildings and grounds have an approximate value of \$75,000. In the name of common sense, reason and economy why should the people of Oregon be asked to continue the abandonment of a \$75,000 school plant at Weston in order to build a \$125,000 plant at Pendleton? Jumping Jehosaphat, what a puerile, piffling proposition for Dementiaburg to love itself for making! Pendleton certainly needs the Eastern Oregon asylum. It is showing all the symptoms of incipient paresis.

The East Oregonian's implication that an Eastern Oregon Normal would not be successful if revived at Weston is as false as hell. The Weston Normal was the largest in Oregon when abandoned by the state senate in 1909 through the connivance of Pendleton men. With an uncertain income of only \$12,000 a year it had so many non-resident students that they overflowed the dormitories and filled a number of outside cottages when the school received its death blow at the hands, indirectly, of a then powerful Pendleton politician who thus sought to punish Weston for helping to defeat him for the Oregon governorship. Entirely innocent and neutral in this and all other political campaigns, the normal school was nevertheless made to suffer vicariously for Weston's alleged offenses.

The Monmouth Normal receives at this time three as much annually in maintenance as the Weston Normal ever received. It asked in addition at the last session for an appropriation for improvements, and got it. We understand that it will ask at the next session for a large sum for an entire new plant, which it will probably get also. The Monmouth Normal is a big and growing school and in every way justifies its maintenance. The point we wish to bring out is that the Weston Normal would by this time have undoubtedly been just as large and just as useful had it been accorded similar support.

The Monmouth Normal is located in a town no larger than Weston, yet it is most decidedly "a successful institution." The leading normal school states of the East, such as Massachusetts, New York and Pennsylvania, distribute many normal schools among as many small towns. Pendleton is, in fact, too large for a normal school. It offers the student too many diversions of doubtful value or propriety. At Weston the non-resident student was and would again be at all times under the immediate surveillance of the faculty. Non-resident parents who entrusted their boy to Pendleton's tender mercies would be apt to get him back a sophisticated worldling—which would be all right, of course, if they want him that way.

Something is radically wrong, also, with the moral atmosphere of a place

that has always pretended a friendly interest in the welfare of every section of the county of which it is the seat of government, but which would nevertheless seek to deprive another and in no sense a rival town in the same county of all hope of regaining an institution which it has "sweated blood" and expended not less than ten thousand dollars to retain. Pendleton has just as much and no more right to congratulate itself as and than the crafty bunco stealer who has been successful in the first move of a projected coup.

Yes, yes, Brother Aldrich! Pendleton "is a place that does things and does them right." Our objection is that the Weston Normal is among the things it is trying to do.

We are in receipt of a booklet on High Finance by Otto Kahn of New York, and are willing to admit that he Otto and Kahn tell us all about it.

Weston folk who take the Pendleton dailies but dispense with their home paper may be condescending enough to borrow it, perhaps, to see what it says in behalf of their home town.

About four years ago Sam Blythe predicted that the great progressive wave would engulf the G. O. P., while we told Sam it would last about as long as an obese missionary at a cannibal barbecue. We merely bring this up to show that we are a better political prophet than Sam, who has hitherto been regarded as the best little predictor in the good old U. S. A.

Hughes' supporters are denying that he owes anything to German-American support. "Scorning," eh, "the base degrees by which he did ascend!"

Teddy's phone service to Chicago is said to have cost \$900 a day, when he could have gotten just as much inaction by mail.

Is it that the Kaiser's divine associates has at last gone over to the side with the heaviest battalions?

Carranza's latest note would seem to indicate that in recognizing him the Wilson administration had likewise recognized a statesman.

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Prime Beef
Pork, Mutton, Veal
Dressed Poultry
FISH Monday and Thursday
Get Our Prices
Phone No. 53. Orders taken by phone for mail routes.
Ten percent interest on all accounts after 30 days.
Perry & Weber

CANDIES
The largest stock of
Cigars, Tobacco and
Pipes
in town
KNIVES and HARMONICAS
Kirkpatrick's Confectionery

\$500,000
to loan on good
wheat land at
6 1/2 %
F. G. LUCAS
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Weston, Oregon

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SEPARATE ISSUE IS DEMANDED.
Submission of Pendleton Normal Question by itself suggested.
(Morning Oregonian.)
Eugene, Ore., July 1.—(To the Editor.)—I wish through your paper to call attention to an initiative petition that is being circulated here. The initiative measure purports to legalize the location of the university at Eugene, the Agricultural College at Corvallis, and the Monmouth Normal at Monmouth, and in addition it establishes a new normal at Pendleton and provides for its maintenance.

I think we may assume that this measure originates at Pendleton, that the real idea is to get a new normal for that city and that the other institutions are brought in solely with the view of using the fears of the people of Eugene, Corvallis and Monmouth and of the graduates of their institutions to get votes for the new normal that otherwise could not be secured.

Notwithstanding the obviously ignoring character of the measure, signatures are being secured here. It seems to me the question of whether there should be a new normal at Pendleton ought to be decided strictly on the merits of that proposition. It seems to me not only immoral, but very poor policy for the friends of the other institutions to become parties to this act of political sharp practice.

In the first place, there is no such thing as locating a state institution so that it cannot be removed. The highest courts of the land have held that neither the legislature nor the people themselves are in reference to such a matter so free their hands that they may not thereafter act in the matter as they see fit. Is anyone so weak as to suppose that the people of the state could do anything at the 1916 election that they could not change or annul at a later election? Can the friends of existing institutions afford to be made cat's paws to draw the Pendleton chestnut from the fire? The Pendleton Normal may be all right, but let it be submitted by itself. If it is desirable to pass an act legalizing existing locations, let that be done unimpaired by any new normal proposition. Why not be honest with the voters?

S. D. ALLEN.

The Auto Man'll Get You.
Says The Bystander in Up-to-the-Times Magazine:
If you owe the butcher, baker and candle-stick maker, if you live in a rented house and are behind with your rent, if you still owe something on that last unit of mining, oil or gas stock, if you are behind in your payments on the city lots in Bluff-Town-by-the-Sea that you signed up for, if your income is an unknown quantity, if you are not sure how long your job is going to last, if you have a family and carry no life insurance, if you have no iron boys laid away in the saving bank, if you find the peanut stand or whatever business you are the head of slipping, you should in no way be discouraged. Just keep on sticking around; in a short space of time an ever hopeful, optimistic, fly-by-night, energetic automobile salesman will convince you that your greatest crying need under the circumstances is a family pleasure car; and he will sell you one, too. Think of the health of the family; think of your own health. Many of them are doing it; you can get by if you only think so.

Motor car service to all points, day or night. Also livery and feed stable opposite the Llewellyn blacksmith shop. Late McBride.

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We have what you want in Tarps, Blankets, Comforts, etc. Have the Muleskin and Elk Shoes at the same old prices.

See our line of cotton blankets, come in white, tan and grey (pairs).....	6x12 (8 oz.) bed tarp.....	\$1.95
Wool nap blankets in grey and tan plaid.....	6x14 (8 oz.) bed tarp.....	\$2.49
Oregon made wool blankets, just the thing for all-around use.....	6x14 (8 oz.) bed tarp.....	\$2.95
We have the comforts in all colors at the thing for all-around use.....	6x14 (12 oz.) bed tarp.....	\$3.49
Sheets at.....	30 inch (10 oz.) canvas.....	\$2.00
Pillow cases.....	36 inch (10 oz.) canvas.....	\$2.50
	6 foot (12 oz.) canvas.....	\$3.00
	Good line of pillows.....	40c-60c-80c-90c-1.00
	Men's muleskin shoes (all sizes).....	\$1.49
	Men's elk shoes (all sizes).....	\$1.95

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The Golden Rule
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125 BUSY STORES
WE LEAD, OTHERS FOLLOW
ATHENA - - - OREGON

"Brand New"
Made of Malt---a refreshing temperance drink.
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Every Week is Pay-up Week at the Leader shop

NOTICE FOR PUBLICATION.
Department of the Interior,
U. S. Land Office at La Grande, Or.
June 9th, 1916.
Notice is hereby given that Charles Hulet March, of Weston, Oregon, who, on February 15, 1912, made Homestead Entry No. 911544, for 80 1/4 NW 1/4 and SW 1/4 NE 1/4, Section 28, Township 4 North, Range 37 East, Willamette Meridian, has filed notice of intention to make three-year proof, to establish claim to the land above described, before Frank Sailing, clerk of the Circuit Court of Yamhill County, at Pendleton, Oregon, on the 29th day of July, 1916.
Claimant names as witnesses: Selmer O. Thompson, Thomas C. Getting, Aleck Kling, and Herbert March, all of Weston, Oregon.
F. C. BRAMWELL, Register.

EXECUTORY NOTICE.
In the County Court of the State of Oregon for Yamhill County.
In the Matter of the Estate of D. N. Van Skiver, Deceased.
Notice is hereby given that the undersigned has been appointed executor of the last will and testament of D. N. Van Skiver, deceased, by the above entitled court, and has qualified as such.
All persons having claims against said estate are hereby requested to present the same with proper vouchers thereto attached, to the undersigned at her home in Weston, Oregon, or to Homer I. Wattis, her attorney, at his office in Athena, Oregon, within six months from the date hereof.
Dated this 30th day of June, 1916.
AMY A. VAN SKIVER,
Executor.

Federal Inquiry or Railroad Strike?

Faced by demands from the conductors, engineers, firemen and brakemen that would impose on the country an additional burden in transportation costs of \$100,000,000 a year, the railroads propose that this wage problem be settled by reference to an impartial Federal tribunal.

With these employees, whose efficient service is acknowledged, the railroads have no differences that could not be considered fairly and decided justly by such a public body.

Railroads Urge Public Inquiry and Arbitration

The formal proposal of the railroads to the employees for the settlement of the controversy is as follows:

"Our conferences have demonstrated that we cannot harmonize our differences of opinion and that eventually the materials and the proposition of the railways be disposed of by one or the other of the following methods:
1. Preferably by submission to the Interstate Commerce Commission, the only tribunal which, by reason of its accumulated information bearing on railway conditions and its control of the revenue of the railways, is in a position to consider and protect the rights and equities of all the interests affected, and to provide additional revenue necessary to meet the added cost of operation in case your proposals are found by the Commission to be just and reasonable; or, in the event the Interstate Commerce Commission cannot, under existing laws, act in the premises, that we jointly request Congress to take such action as may be necessary to enable the Commission to consider and promptly dispose of the questions involved; or
2. By arbitration in accordance with the provisions of the Federal law" (The Newlands Act).

Leaders Refuse Offer and Take Strike Vote

Leaders of the train service brotherhoods, at the joint conference held in New York, June 1-15, refused the offer of the railroads to submit the issue to arbitration or Federal review, and the employees are now voting on the question whether authority shall be given these leaders to declare a nation-wide strike.

The Interstate Commerce Commission is proposed by the railroads as the public body to which this issue ought to be referred for these reasons:

No other body with such an intimate knowledge of railroad conditions has such an unquestioned position in the public confidence.
The rates the railroads may charge the public for transportation are now largely fixed by this Government board.
Out of every dollar received by the railroads from the public nearly one-half is paid directly to the employees as wages; and the money to pay increased wages can come from no other source than the rates paid by the public.
The Interstate Commerce Commission, with its control over rates, is in a position to make a complete investigation and render such decision as would protect the interests of the railroad employees, the owners of the railroads, and the public.

A Question For the Public to Decide

The railroads feel that they have no right to grant a wage preferment of \$100,000,000 a year to these employees, now highly paid and constituting only one-fifth of all the employees, without a clear mandate from a public tribunal that shall determine the merits of the case after a review of all the facts.

The single issue before the country is whether this controversy is to be settled by an impartial Government inquiry or by industrial warfare.

- National Conference Committee of the Railways**
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| ELISHA LEE, Chairman
P. S. ALBRIGHT, Gen'l Manager,
Atlantic Coast Line Railroad.
L. W. BALDWIN, Gen'l Manager,
Central of Georgia Railway.
C. L. BARBO, Gen'l Manager,
New York, New Haven & Hartford Railroad.
B. H. COLEMAN, Asst. President,
Southern Railway.
E. E. COTTER, Gen'l Manager,
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F. E. CROWLEY, Asst. Vice-President,
New York Central Railway. | G. H. EMMERSON, Gen'l Manager,
Great Northern Railway.
C. H. EWING, Gen'l Manager,
Philadelphia & Reading Railroad.
B. W. GRICE, Gen'l Supt. Transp.,
Chesapeake & Ohio Railway.
A. S. ORRICK, Asst. to President,
St. Louis & San Francisco Railroad.
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Anderson, Topeka & Santa Fe Railway.
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JAMES RUSSELL, Gen'l Manager,
Denver & Rio Grande Railroad.
A. M. SCHUYER, Resident Fireman,
Pennsylvania Lines West.
W. L. SHEDDEN, Fireman,
Subsidiary Line Railway.
A. J. STONE, Vice-President,
Erie Railroad.
G. S. WARD, Fireman, Gen'l Supt.
Steam Central Lines. |
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